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SECURITY INFORMATION

REPORT

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COUNTRY Czechoslovakia

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THIS IS UNEVALUATED INFORMATION

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1. Fug-16, Fug-10 and Yalta communications equipment were used in military aircraft. These sets were left behind by the Germans and

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2. [redacted] the information was relayed back to the MIG bases. [redacted] the early warning system in the CSR is still in its early stages and [redacted] the early warning information is relayed to Moscow by the Soviet officers attached to the organization. In an emergency these officers would almost certainly assume complete control of the system.

3. Only ground Freya and Mannheim radar were used.

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[redacted] radar of Soviet origin at the airfields at Brno, Gottwaldov-Otrokovice /N 49-12, E 17-31/, and near Budisov /N 49-16, E 16-00/. The Freya and Mannheim radar at Prostějov /N 49-28, E 17-07/. [redacted] a radar of Czechoslovak manufacture had been installed in a Siebel aircraft undergoing tests.

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4. Electronic equipment in both civilian and military aircraft was inadequate and poorly maintained. The maintenance of the electronic and communications equipment in the CSA was probably better than that of the military because of better maintenance personnel.

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5. There was a great deal of variation in the quality of the electronics equipment supplied by the USSR, even when it had the same trade name. The transmitters were the chief source of trouble. [redacted]

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6. Crystals and tubes for VHF equipment were in very short supply. Spare parts for the Fug-10 and Fug-16 were manufactured by Tesla and there was usually an adequate supply of these on hand. In general, however, tubes had to be used sparingly.

7. Tubes were available for some radios of Czechoslovak make and could be obtained from stores by bribing the sales personnel. Tubes for foreign made radios were practically unobtainable. [redacted]

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complaining of having to wait several months for tubes for even some Czechoslovak radios. The spare tubes came from the Tesla factory at Prague-Vysocany.

8. The inadequacy of electronic equipment was a definite safety hazard especially in bad weather. To conserve the VHF equipment, the use of VHF within Czechoslovakia was prohibited except during sunrise and sunset when reception on command and liaison sets was very poor. Aircraft flying to the other Satellites used only liaison and command sets.

9. Whenever the VHF equipment became inoperative on a flight going from Czechoslovakia to Scandinavia, and the aircraft was still over Czechoslovakia, the pilot had to return to Prague-Ruzyně N 50-05, E 14-16 where either the deficiency was corrected or he changed aircraft. If already outside of Czechoslovakia when the VHF went out, the radio operator switched to W/T.

10. Each CSA captain said his own private prayers in hopes of getting a plane with a good VHF in the event of bad weather because the command liaison reception was very poor.

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